

Clay Bank to Blakey 8.5 miles, approximately 5 hours

Transport **M3, M4, M6**

Map 1:25,000 OL26 or 1:50,000 Whitby & Esk Dale 94 and Middlesbrough 93

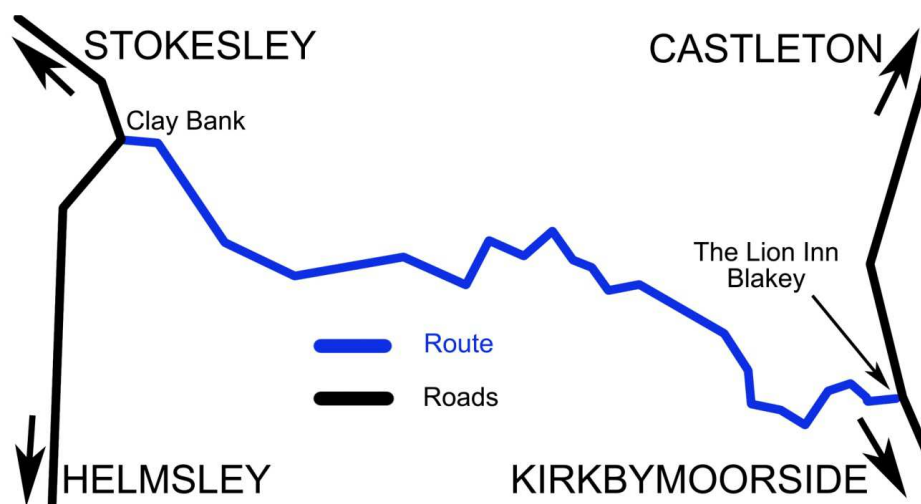
Start Clay Bank lay by.

Points of interest

A walk with some remarkable views, passing the Hand Stone, Face Stone and the highest point on the North York Moors all within a few hundred yards of each other. By the time you reach Round Hill, 1490' (454m), you will have climbed 660' (200m) in just less than 2 miles. This is the first of two Bronze Age round barrows on the route, the other being Blakey or Cockpit Howe at the end of your walk; (it's thought that the hollow in the middle of this one was used as a sort of amphitheatre for cockfights). The old railway track bed of the Rosedale Mineral Railway is reached just before Blowworth Crossing. Hard to imagine now, but this desolate spot was the site of a very busy level crossing in the later years of the C19th. A major north south road was well used by travellers, traders, farmers and drovers and would have seen a constant procession of people, animals and wagons. The railway was carrying 1000 – 1500 tons of ore per day westwards over the crossing, with return loads of coal, pit props, mining materials and general provisions. Several families lived in now vanished cottages here. Three miles of stunning scenery further on you'll find the road crossing at Esklets, once another busy road between Farndale and Westerdale, but now almost disappeared. You'll end at the ancient Lion Inn at Blakey and a well earned pint having glimpsed the Lion on the eastern skyline long before you reached it.

Route

From the lay by at the top of Clay Bank, walk eastwards uphill following the Cleveland Way route signs. After 3 miles you will reach the track bed of the old Rosedale ironstone railway. Turn right along it. Follow the track eastwards for 5 miles until 380 yards (350m) after the line has crossed Blakey Gill. Leave the railway by following the well trodden track on your left uphill to the Lion Inn.



With thanks to David Snedden.